

ACQUIRE S. P. TRACKS

Lake Route Has
Deal in Hand.

ake in Line From San
Bernardino to Riverside
for Its Own Use.

Use as Main Line to Southern
Pacific, but of Great Value to
New Road.

Southern Pacific track between
Bernardino and Riverside may
be the property of the Salt
Lake Route. Such a deal has been
made time, and it is now reported
that it will soon be consummated.
The Salt Lake Route takes up a di-
agonal line from Riverside to San
Bernardino, while the present Southern
Pacific connections between the two
cities are made by stub lines from the
Southern Pacific lines at Colton.
The object of the acquiring of this
road by the Salt Lake Route is to
run the Pacific mail and passenger
service. However, this would
be improbable were it not for the
fact that the Southern Pacific is
largely interested in the Salt
Lake freight rights.
Water may be the inside of the
deal, it is very likely that the Salt
Lake will be running into San
Bernardino over its own line.

ETER ROCKEFELLER.

th Gid and Hawley They Will
Make Light On Central Pacific.

Central Pacific.

NEW YORK, Sept. 20.—John D.
Rockefeller and the millions of the
Standard Oil company have been
down in the Western Pacific pool,
and with Gould and Hawley, Rocke-
feller will meet his way against the
Central Pacific by building the West-
ern Pacific now freely admitted on
all streets to be a straight-out Gould
opposition. The advent of Hawley last
week was a surprise to the street,
and now it is learned that Rockefeller
has been in the plan for some time
to direct a whole campaign against
Gould's Central Pacific to San
Francisco.

The Western Pacific is to be the
backbone of the Pacific, with offshoots
to the north and south, and the
present plan of connecting Salt Lake and San
Francisco will be the aim of the Gould
opposition.

West runs to be expended in the
building of the Western Pacific, but
years ago have been at work,
and the promoters are now in a po-
sition to begin work of construction.

NEW LINE TO OGDEN.

ort Line Will Enter on an Entirely
Different Route.

Incident to the entire rearrangement
of the Harriman yard trackage at Og-
den, the Oregon Short Line will enter
the terminal on an entirely new
route. The plan is being now per-
fected, and we will no doubt be
informed at an early date. At present
the Short Line enters at a great disad-
vantage in its tracks into Ogden from
the south, and when the change is
made it will be greatly improved. It
will save a great deal of time between
the two cities. The freight tracks are

WHEN I'D SCROFULA

When a child I had a very severe at-
tack of Diphtheria, which came near pro-
voking fatal. Upon recovery the glands of the
neck were very much enlarged, and after
free use of iodine, the right one was
lanced to its normal size, but the left
continued to grow—very slowly at
first, but it was about the size of a goose
egg, which began to press on the wind-
pipe, causing difficulty in breathing, and be-
came very painful. Abscession was made
of a large quantity of pus discharged.
The gland was removed, or as much as
could with safety be taken out. For ten
days I wore a little piece of cloth about
my neck in my neck to keep the place
open. During this time I had to have it
open by the doctor every time I took
a walk or the opening closed. In the Spring
of 1891 I was persuaded by a friend to
use S. S. S., which I did, and in ac-
cordance with directions. I took
twenty-six large pills, and was en-
tirely cured. For I have suffered since
that time.
B. S. RAGLAND,
Royal Bdg. Mfg. Co. Charleston, S. C.

Only a constitutional remedy can reach
hereditary disease like Scrofula. When
blood is restored to normal condition
the scrofulous deposits are carried off
and there is a gradual return to health. S. S. S.
is a well known and a
reliable. It is the
only guaranteed,
medicinal, if you
have any signs of
scrofula, write to
the only physicians
will advise you free
of charge.
Swift Specific Company, Atlanta, Ga.

Budweiser

Strictly a
Family Beverage



100,402,500
Bottles Sold in 1903

and of this three-fifths was
used in homes. A significant
showing, proving the waning
popularity of the sideboard
decanter and promoting the
cause of

True Temperance

You will not have seen St. Louis' Greatest Attraction if you fail to visit
the Anheuser-Busch Brewery while attending the World's Fair.

Orders Promptly Filled by

OLSON & LYTTLE, Distributors, Salt Lake City.

all to be relaid in another section of
the yard to give the passenger trains
ample room.

UP TO ST. PAUL.

That System Is a Rockefeller Road
So May Come In.

In the last few days the Rock
Island and Burlington have had a chance
to smile, but today it will be Claude
Williams' turn. That news about
Rockefeller is important, but it should
not be overlooked that William Rocke-
feller is said to be the largest owner in
the Chicago, Milwaukee & St. Paul,
and that system is all that is needed to
make the amalgamated and consolidated
Gould, Hawley, Rockefeller sys-
tem the greatest in the world.

START DOUBLE TRACK.

Union Pacific to Build Topeka to
Kansas City.

TOPEKA, Kan., Sept. 20.—General
Manager Mohler of the Union Pacific
railroad is in Topeka today from
Omaha. He is here arranging pre-
liminaries for the starting of the second
track between Topeka and Kansas
City. He says the work will be under
way within a fortnight. Another pur-
pose of Manager Mohler is to push the
construction of the line from Topeka to
Marysville. The railroad company de-
sires to use this cut-off for a main line
as soon as available.

ENGINEERS IN NEVADA.

Beckwith Pass, Reno and N. C. O.
Line.

Special to The Tribune.
RENO, Nev., Sept. 20.—That the West-
ern Pacific will use the Beckwith pass
route in going to the coast is now prac-
tically assured. For the first time in
Nevada, the company is now playing an open
game, and today played a force of ten en-
gineers to work on the final survey. The
survey passes over the line of the N. C. O.,
through the pass, giving strength to the
belief that the road will be absorbed.
Everything goes to show that the road
will come to or near Reno, the point of
intersection at Fish Springs, to the north
of here. Two routes have been gone over.
One heads east to Winnemucca, the other
south to Reno. When the engineers reach
this point the definite route of the line will
be known. The engineers admit they are
representing the Western Pacific.

Makes Good Showing.

CHICAGO, Sept. 20.—The annual re-
port of the Chicago, St. Paul, Minne-
apolis & Omaha railroad, controlled by
the Northwestern, for the fiscal
year ended June 30, 1904, shows a de-
crease of \$815,226 in the net income for
the year, although the falling off in the
total income was only \$263,187. This
difference is accounted for principally
by one item of \$509,000 spent for perma-
nent improvements. The total income
was \$11,529,866, and the operating ex-
penses were \$7,239,614, or \$366,249 less
than last year.

Dividends of 6 per cent on the com-
mon and 7 per cent on the preferred
stock were paid during the year,
amounting in all to \$1,901,306. The sur-
plus from operations for the year
was \$98,639, which added to that at the
beginning of the year, \$3,869,912, makes
the total \$3,968,552.

Capital for Guatemalan Road.

SAN FRANCISCO, Sept. 20.—The Ex-
aminer says today that Mrs. Jane Stanford,
the Crocker, Edward Seales and Gen.
Thomas H. Hubbard, as owners through
the Pacific Improvement company of the
Guatemalan Central railroad, have made a
deal with Sir William Van Horne and his
Eastern syndicate by which they have
become interested in an overland railroad
in Guatemala. It will be 220 miles long
from ocean to ocean, and will be com-
pleted within twelve months. It is pro-
posed to run line of oceaners connect-
ing with New York on the Atlantic side
and another line on the Pacific connecting
with San Francisco.

Railroad Notes.

The Western Pacific needs no further
backing. It is assured.
It was rumored yesterday that Edwin
Hawley will be out here for the annual
meeting of the Rio Grande.
The Sanpete Valley hauled the first car
of beads out of the county last Tuesday.
It will handle over 50 cars from Moroni
alone.

A movement is on foot to change the
time of the night Salt Lake Route train
for the north to make it more consid-
erably earlier and arrive in Nephi to make
night connections for the Sanpete Valley.
This arrangement would bring the road
a great amount of travel to and from
the valley, as it would enable people to
leave there about noon and have the whole
of the next day nearly in their own con-
tract business here and leave for home at
about 4:30 p. m. It would be a good move
for the Salt Lake Route.

The Oregon Short Line is handling
many theatrical companies these days, in-
cluding "York State Folks," "Orphan's
Prayer," Ralph Stuart, "For Her Sake,"
"Constance's Daughter," "Arizona," "Flar-
ence Roberts," "Tenderfoot," "Georgia Har-
ney," Barlow Bros., Frank Daniels, Nat
Reiss, Carnival company, Dixie Carnival
and Collins & Blackburn's Carnival.
Chief Clerk W. S. Anderson of the gen-
eral superintendent's office, Oregon Short
Line, has received the sad word from San
Francisco that his younger brother,
Henry Anderson, had been suffering to

such an extent from what was supposed to
be a minor accident to his foot, that
amputation of the right leg had been
found necessary. The young man formerly
worked in the purchasing department,
but is now with the Southern Pacific in
San Francisco.

P. Jaynes and F. H. Lamb, two promi-
nent Western Union men from San Fran-
cisco, and A. E. Roome, superintendent of
telegraph of the Southern Pacific, are in
the city looking after their joint interests
in the new cable across the lake and the
new work being done on the Salt Lake
Route below Caliente. They are also look-
ing over the work generally.

A. C. Hilton of the Erie at San Fran-
cisco is in the city.
One of the local wages issued a special
yesterday to the effect that a consolidation
had been effected between the Boston &
Maine and the Salt Lake & Ogden and
that hereafter all trains to Lagoona will
run through the Hoosac tunnel, under the
management of H. E. Dunn.

The Santa Fe is as yet the only big
road that has refrained from entering any
deal, although it is the only road with its
own route from Chicago to Los Angeles
and San Francisco. Its possibilities are
great and that is probably why it does not
need any help from others. Tomorrow
The Tribune will give the details. How-
ever, a Santa Fe plan that has heretofore
been kept in the dark but will place that
road in a new light and make it of local
interest.

TEA

The moneyback tea Schil-
ling's Best is safe; you'll
like it.

You grocer returns your money if you don't like it.

THE PRICE

You pay for a piano is of not
half as much consequence as the
piano you buy.

We have a good piano for \$250.
It isn't safe to pay less; \$15 cash
and \$3 per month.

Carstensen & Anson Co.
(Incorporated.)
Temple of Music.

74 MAIN STREET.
Successors to Daynes Music Co.

Cheap Rates to St. Louis

AND OTHER EASTERN POINTS VIA

Santa Fe

3-TRAINS DAILY-3

We can save you money. Write to
C. F. WARREN, General Agent,
at Dooley Block, Salt Lake City.

The Lagoon Road

Salt Lake & Ogden Railway.

Time Table in Effect Sept. 6, 1904.

LEAVE SALT LAKE, 6:30 and 9 a. m.,
2:30 and 5:30 p. m.
LEAVE FARMINGTON AND LA-
GOONA, 7:30 and 10 a. m., 4:30 and 6:30 p. m.
Extra trains at 11 a. m. and 1:30 p. m. on
Sundays and holidays.

A. D. PIERSON, Gen'l Pass. Agt.
J. B. BEAN, Excursion Agt.
OFFICE, 161 MAIN ST.

Our \$20 Suits Are Superb

and cannot be duplicated for double
the money. They are well trimmed
and hand-stayed. The haircloth
and canvas are well shrunk before
cutting.

WE ARE ORIGINATORS
of popular-price merchant tailoring.

The Western Tailors,

159 South Main St.
We keep all garments made by
us in repair, free of charge, for
one year.

WABASH

THROUGH
SLEEPING CAR
LINES

To TORONTO and MONTREAL
DAILY
Lv. ST. LOUIS, - - - 9:05 P.M.
Ar. TORONTO, - - - 9:10 P.M.
Ar. MONTREAL, - - - 7:35 A.M.

To PORTLAND
Every Monday and Thursday
Lv. ST. LOUIS, - - - 12:30 Noon
Ar. MONTREAL, - - - 7:15 P.M.
(SECOND DAY)
Ar. PORTLAND, - - - 8:05 A.M.
(THIRD DAY)

To BOSTON
DAILY
Lv. ST. LOUIS, 9:00 A.M. 9:05 P.M.
Ar. BOSTON, 5:20 P.M. 9:50 A.M.

For Rates and Information, address
P. P. HITCHCOCK, G. A. P. D.,
Boston Building, Denver, Colo.

WORLD'S FAIR ROUTE

MISSOURI PACIFIC

RAILWAY

ST. LOUIS 1904

COLORADO-UTAH SHORT LINE TO ST. LOUIS.

Through car, Salt Lake City to St.
Louis and Kansas City. Only one change
to New York, Buffalo and principal points.
Lowest rates for summer travel.
Special attention to ladies and chil-
dren.
Tourist sleepers through to Chicago,
Boston and other points without change.
Two trains daily.
Inquire at ticket office, 161 Dooley block,
Salt Lake City. Any information cheer-
fully given.
H. C. TOWNSEND,
G. P. & T. A. Missouri Pacific Ry., St.
Louis, Mo.

A Delightful Place to Visit.
A Profitable Place to Live.

SEE..

California

Greatest Play Ground on Earth.

Famous Places Which Everyone
Wants to See. Ticket to CALIFOR-
NIA and Secure Rich Dividends in
HEALTH, PLEASURE AND
WEALTH.
Mountains, Valleys, Rivers, Lakes
and Ocean Reached by the
Southern Pacific
Company's Lines
For descriptive and illustrative
literature call at No. 201 Main
Street, Salt Lake City.
D. R. GRAY, General Agent.

LIQUOZONE FREE

Any sick person who has never used
Liquozone should write the Liquid
Liquozone Co., 438-440 Wabash ave., Chi-
cago. They will send you an order on
your druggist for a 50-cent bottle free,
if you will state the disease to be
treated.
-H. G. F. E.

TIME TABLE.

San Pedro, Los An-
geles & Salt Lake
R. R. Co. DEPART.
From Oregon Short Line depot, Salt Lake
City:
For Provo, Lehi, Fairfield and
Nephi, Mantle and points on
Sanpete Valley Ry. *7:30 a.m.
For Garfield Beach, Tooele,
Stockton, Mammoth, Eu-
reka, and Silver City *8:00 a.m.
For Provo, American Fork,
Lehi, Utah, Milford, Pinedo,
Caliente and intermediate
points *8:05 p.m.
ARRIVE.
From Provo, American Fork,
Lehi, Utah, Milford, Pinedo,
Caliente and intermediate
points *9:35 a.m.
From Provo, Lehi, Fairfield,
Nephi and Sanpete Valley
Ry. points *5:35 p.m.
From Silver City, Mammoth,
Eureka, Stockton, Tooele
and Garfield Beach *5:35 p.m.
Daily.
Daily Pullman Buffet Sleeping Car Ser-
vice between Salt Lake, Milford, Modena
and Caliente.
Direct stage connections for all mining
districts in southern Utah and Nevada.
City Ticket Office, 201 Main Street;
Telephone 250.

E. W. GILLETTE, Gen'l Pass. Agt. J. L. MOORE, Dist. Pass. Agt.

OREGON SHORT LINE RAILWAY

In Effect:
June 19, 1904.

ARRIVE.
From Ogden, Portland,
Butte, San Francisco, Chi-
cago, St. Louis, Omaha,
and Denver 8:25 a.m.
From Ogden and interme-
diate points 9:10 a.m.
From Ogden, Cache Valley,
and intermediate points 11:55 a.m.
From Ogden, Chicago, St.
Louis, Kansas City, Oma-
ha, Denver and San Fran-
cisco 4:20 p.m.
From Ogden, Cache Valley,
Butte, Portland and San
Francisco 7:30 p.m.
DEPART.
For Ogden, Omaha, Chicago,
Denver, Kansas City and
St. Louis 7:00 a.m.
For Ogden, Portland, Butte,
San Francisco and interme-
diate points 10:20 a.m.
For Ogden, Omaha, Chicago,
Denver, Kansas City, St.
Louis and San Francisco 1:30 p.m.
For Ogden, Cache Valley,
Denver, Kansas City, Oma-
ha, St. Louis and Chicago 5:45 p.m.
For Ogden, Cache Valley,
Butte, Helena, Portland,
San Francisco and interme-
diate points 11:45 p.m.
T. M. SCHUMACHER, Traffic Mgr.
D. E. BURLEY, G. P. & T. A.
J. S. SPENCER, A. G. & T. A.
City Ticket office, 201 Main street.

THE RIO GRANDE

DENVER & RIO GRANDE

AND THE WESTERN

In effect June 8, 1904.

LEAVE SALT LAKE CITY.
No. 10—For Heber, Provo and
Marysville 5:00 a.m.
No. 102—For Park City 5:15 a.m.
No. 6—For Denver and East 5:50 a.m.
No. 5—For Ogden and West 10:40 a.m.
No. 2—For Ogden and West 1:45 p.m.
No. 3—For Denver and East 3:30 p.m.
No. 5—For Provo and Eureka 5:00 p.m.
No. 11—For Ogden and local 5:35 p.m.
No. 4—For Denver and East 5:50 p.m.
No. 3—For Ogden and West 11:55 p.m.
No. 112—For Bingham 8:10 a.m.
No. 114—For Bingham 2:00 p.m.

ARRIVE AT SALT LAKE CITY.
No. 6—From Ogden and the East 5:40 a.m.
No. 2—From Ogden and local 10:25 a.m.
No. 7—From Eureka and Provo 10:40 a.m.
No. 5—From Denver and East 10:40 a.m.
No. 1—From Denver and East 1:35 p.m.
No. 3—From Ogden and West 3:05 p.m.
No. 101—From Park City 5:15 p.m.
No. 9—From Heber, Provo and
Marysville 5:40 p.m.
No. 4—From Ogden and the West 7:55 p.m.
No. 3—From Denver and East 11:45 p.m.
No. 111—From Bingham 11:00 a.m.
No. 113—From Bingham 6:50 p.m.
All train except Nos. 1 to 6 stop at in-
termediate points.
Ticket office, Dooley Block.
Phone 250. L. A. BENTON, G. A. P. D.

GOING TO THE FAIR?

WHICH ROAD WILL YOU TAKE?

THE

DENVER & RIO GRANDE

Is the shortest and most popular route

A NATURAL PICTURE GALLERY ALL THE WAY.

50 hours going. 49 hours returning through the grandest
scenery on the American Continent

The Exposition Flyer

To St. Louis without change of cars

Leave Salt Lake 3:15 p. m. daily arriving at St. Louis 6:00
p. m. second day.

Compare these figures before accepting the claims of our
competitors

ONE HUNDRED THOUSAND TOURISTS ANNUALLY.

Testify that the Rio Grande is the only way when you travel for
pleasure

THAT'S WHY WE GET THE BUSINESS.

First class dining-car service. Through Pullman and tour-
ist sleepers. Free reclining chair cars.

See any Rio Grande Agent for further particulars.

We

"Skin

'Em"

GOING AND COMING ... TO THE ... WORLD'S FAIR

GOING
Coming
We Beat All Roads TWELVE
HOURS.
We Beat All Roads EIGHTEEN
HOURS.
TIME IS MONEY.
Save It! Save It!

OREGON SHORT LINE

GOING
Coming
Leaves Salt Lake 7 a. m.; arrives St.
Louis second morning.
Leaves St. Louis 7:30 p. m.; arrives
Salt Lake second afternoon 4:05 p. m.

—eighteen hours saved.

THROUGH SLEEPER BOTH WAYS IN CONNECTION WITH THE

Union Pacific and Wabash

THROUGH OMAHA.

For Rates and Sleeping Car Reservations call at

201 Main Street, SALT LAKE CITY, UTAH.

FROM SALT LAKE CITY

To St. Louis and
Return via the Scenic
Routes without
Change of Cars - - -

\$42.50

Double Berth one way
In Cool, Clean,
Comfortable Tourist
Sleeping Car - - - -

\$4.50

For economical travel,
there is nothing better
than this combination.

**Burlington
Route**

R. F. NESLEN, General Agent,
79 WEST SECOND SOUTH ST.,
Salt Lake City.

C. W. HIGGINS, M. D.,
SPECIALIST.

Microscopic and Analytic Physician.

CURES Fits, Nervous Weakness, Neu-
ralgia, Varicose, Weak Spine, Bilious-
ness, Gravel, Sore Eyes, Lung Diseases,
Tape Worm, Dyspepsia, Liver and Kid-
ney Complaint, Degenerative Catarrh, Ery-
sipelas, Chlorosis, Scrofula, Rheumatism,
Puffiness, Piles in their worst form.
Those afflicted with Epilepsy or Fits can
be permanently cured.
By the aid of the Microscope we can de-
tect Calculi, Cancerous Matter, Carbonate
of Lime, Albumen, and all extraneous
substances mixed with the Urine or
Blood. This is the scientific principle
of treating Chronic Diseases.

Can be found at his office, St. Elmo Ho-
tel, from 10 a. m. to 4 p. m. Rooms 17, 18
and 19, 7 to 9 p. m.

THE KNOWLEDGE OF DISEASE IS
HALF ITS CURE.
MAN, KNOW THYSELF.

DOCTOR COOK CURES DISEASES
OF MEN

Prostatic Troubles
permanently cured, no mat-
ter how long standing the
disease, in from 5 to 20 days.

Stricture
cured in 15 days, without
cutting, pain, drugs or de-
struction from business.

Wasting Weakness
Time of cure, 10 to 30
days, by my original, very
simple remedy (used exclu-
sively by me).

Private Diseases
cured in 8 to 10 days, with-
out the use of poisonous
drugs.

Nervous Debility
Cures quick and radical in
10 to 30 days, by my own fa-
mous method.

Varicose
Completely and permanent-
ly cured by my new pro-
cess; all disagreeable symp-
toms soon disappear com-
pletely and forever; it is
safe, painless and bloodless.
An absolute cure guaran-
teed.

Blood Poison
Every vestige of poison
removed from system with-
out aid of mercury or pot-
ash.

Consultation is free and invited, and in consulting me you may be sure that
nothing that science can devise or skill perfect has been left undone to afford
you a speedy, safe and permanent cure.
WRITE me in full confidence, explaining your troubles as they appear to
you, and receive by return mail my best and candid opinion of your case.

COOK MEDICAL CO.,
116 South Main, Salt Lake City
Office hours: 8 a. m. to 8 p. m.